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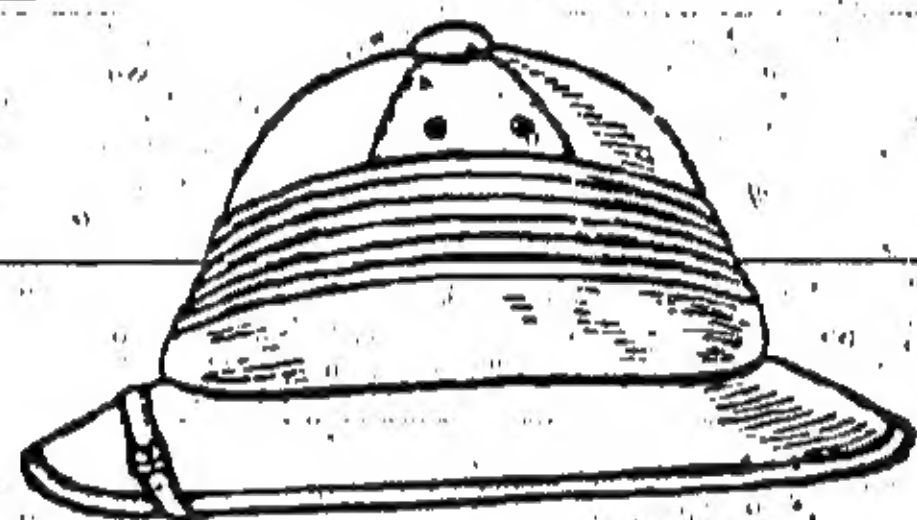
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AMERICAN "CHINA" COMPANIES.

THE AGITATION FOR LEGISLATION.

The following is extracted from a recent circular issued by the Publicity Bureau of the San Francisco Chamber of Commerce:

Passage by Congress at this session of the Act for Federal incorporation in China of American commercial and other interests in that country was urged in telegrams sent out recently by the Foreign Trade Committee of the San Francisco Chamber of Commerce following a meeting at which the matter was discussed in detail.

J. W. Alexander, Secretary of Commerce, has since telegraphed Marshal Dill, Chairman of the Foreign Trade Committee, that the Department of Commerce has been actively interested in obtaining suitable legislation of this character and expects to have definite information in respect to it shortly.

A. R. Hager, Chairman of the delegation from the American Chamber of Commerce in China to the Foreign Trade Convention in San Francisco, was among the speakers at the meeting of the Foreign Trade Committee. Mr. Hager, discussing the need for the act that will provide for Federal incorporation of American firms in China, said the measure would have a far-reaching effect in upbuilding the export and import trade of the United States.

"Where five years ago there were but twenty-five American firms in Shanghai, there are now at least a hundred," he said. "Three years ago there was but one American bank. Now there are six American banks. All of these American enterprises in China are a unit in favour of Federal incorporation laws for firms abroad."

Prior to December 1919, American firms in China were privileged to register under the Hongkong Ordinance, and thus obtain exemption from all United States Federal taxes, as well as enjoying the privileges exercised by British concerns trading in China. In December of last year, the British authorities at London passed an order in council which required that manufacturing directors and executives of firms incorporated under the Hongkong Ordinance should be British subjects, thus placing them within the jurisdiction of the British courts and consular officials in China. This situation has seriously affected the standing of a number of American individuals connected with American firms in China, and has placed American firms at a great disadvantage in competition with British concerns in China.

The telegrams sent out by the Foreign Trade Committee of the San Francisco Chamber of Commerce urging the passage of the act for Federal incorporation of American companies in China are addressed to California Senators and Congressmen in Washington, to chambers of commerce in cities of the North-west, to the Chamber of Commerce of the United States, and other bodies. The telegrams recommend that such companies be required to be under American management and majority of directorate, or have the majority of capital stock American. That exemption from taxes and every other advantage and security provided in legislation of other nations as to companies of their nationals in China be freely granted to Americans in China is also included among the recommendations in the telegrams.

The passage of a law in Washington which will parallel the Hongkong Ordinance would permit American firms in China to operate on a basis competitive with British concerns.

It is being pointed out by American firms in China that the matter is one that does not brook delay. American enterprises, abandoning British registry upon imposition of British control of their affairs, have no flag to turn to for commercial protection. Practically all supporters of the proposed legislation favour elastic laws which will permit practically complete control by the United States officials, placed in charge of the Federal incorporation.

KOREA AND JAPAN.

JAPAN'S METHODS OF SUPPRESSING PACIFIC PROTESTS.

In the House of Commons on March 27th, Mr. Cecil Harmsworth, in reply to Mr. Hayday, who asked whether the Government were prepared to aid properly accredited representatives of the Korean people in presenting to the League of Nations a statement of their case against the Japanese administration of their country, said:—His Majesty's Government have reason to believe that the reforms which the new Governor-General has introduced, and is about to introduce, in the administration of Korea will improve the position of the Korean people. Japan is herself a member of the League of Nations, and will no doubt consider the interests of her subject people in accordance with the principles of the League. Any such steps as suggested by the hon. member would seem, therefore, to lie outside of the province of his Majesty's Government.

Mr. Cecil Harmsworth, answering the same hon. member, who asked whether any representations had been made to the Imperial Government of Japan concerning the methods used during the past year in suppressing the pacific protests of the Korean people against the Japanese rule, and whether the Government were prepared to take any steps to help to secure justice and good government for this people, said:—The answer to the first part of the hon. member's question is in the affirmative. As regards the second part, the subject matter would not appear to lie within the province of his Majesty's Government.

Mr. Cecil Harmsworth, in reply to Mr. Grundy, said that he had been informed that in April last year the Christian men in the Korean village of Chonmi were ordered by the soldiers of the 78th Japanese Regiment to assemble in a church, that the church doors were then shut, and the men shot down. Their bodies were then trampled, and the church and most of the houses of the village set on fire. According to official information the officers and men responsible were punished with imprisonment—a reduction in their pay, and pension, and settlement of punishment.

THE SILVER SITUATION IN CHINA.

AN AMERICAN COMMERCE REPORT.

A report on the silver situation in the Far East, prepared by the Far Eastern Division Bureau of Foreign and Domestic Commerce, Washington, says:—

The question has arisen as to how the United States Government may encourage commercial interests to take advantage of the exchange situation in China by exporting American goods to that market. It should first be pointed out that the excess of merchandise imports from China has not had nearly as much effect upon the Chinese exchange market as has the rise in the price of silver as a commodity and the correspondingly low exchange value in gold that Chinese exporters receive for their products. Had China been on a gold basis the opportunity for exporting our commodities to China in order to balance exchange would have been a notable one, but China is so immediately dependent upon its exports for the funds with which to purchase goods from abroad that, though the high price of silver is theoretically favourable to the importation of commodities, practically it is so unfavourable to the necessary prerequisite of exporting Chinese products as to have seriously interrupted these exports and consequently impaired the ability to purchase foreign goods.

There is one way in which immediate advantage may be taken of the situation, however, and that is by supplying the Chinese markets in the interior with needed manufactured goods and effecting a practical barter of these goods for Chinese raw materials. This may be accomplished by large organisations, such as the Standard Oil Co. or the British-American Tobacco Co., but for those firms that wish to sell or buy only in the large ports the present difficulties seem insuperable.

It would be well for such firms seriously to contemplate broader organisations to effect through which "wash" sales may be effected, thus eliminating so far as possible the entrance of silver into their transactions.

As can be clearly perceived, the net result of the high price of silver in China tends towards stagnation of foreign trade with that country. The actual need of American commodities is great, and our need for Chinese raw materials is equally urgent, but it is difficult for the American merchant to offer the Chinese merchant silver to induce the Chinese merchant to purchase his goods, and so long as the Chinese merchant holds his material the world shortage continues and prices rise. The paper profit is of no benefit to the Chinese producer of these materials, who is unable to exchange his surplus raw materials for foreign manufactures. The result has been a tremendous stimulus to Chinese domestic manufacture, which has been greatly encouraged by the disinclination to buy Japanese goods. It will be interesting to note the effect of this development upon the future foreign trade of China, but it will certainly be many years before the Chinese will become economically self-sufficient people, and until this condition is brought about the opportunity for large-scale commodity exchange transactions in the interior will remain.

RUSSIAN SHIP IN CALCUTTA.

MACHINE AND LEWIS GUNS ON BOARD.

A vessel described in the *Indian Telegraphic Gazette* as having a "new national ensign" not in international code book arrived in the Hughli on May 19th and moored outside Prinsen Ghat. The vessel turned out to be the *Ural*, a Russian naval training ship with 310 officers and men on board, mainly cadets who had been Koltchak's men and who were sent away from Vladivostok after the final defeat of that great fighter. The cadets are half of them from the Petrograd district, and the rest from various parts of Siberia. They came via Japan, Hongkong, and Singapore, and leave in about a week with coal from Calcutta for Alexandria. Thereafter the destination of the vessel and men is unknown.

The cadets on board have seen a great deal of fighting at different times including a spell at Vladivostok when Bolshevik troops led by a Czechoslovak General attacked them. The *Ural* left Vladivostok on the 21st January, and the men declare that they are not going back to Russia until Russia sobers down.

The vessel is an armed vessel and carries two big guns from Vladivostok and has now on board 15 machine-guns, comprising six Maxim's, four Hotchkiss, one Lewis, and four Colt's. There is also a quantity of ammunition. The men were all attached to the "marine school" in Vladivostok while stationed there.

The crew includes a number of Japanese and Chinese. The cadets are mainly young men and boys and some of them were engaged in entertaining a few ladies in the saloon. The vessel looks very old and battered and in high grey where not bronzed with rust. The flag she flies is a blue one with a blue Russian Cross on a white ground in the top left quarter.

RIVAL "DOCTORS."

EAST VERSUS WEST.

Major Thom, M.C., formerly of the Flying Corps, on his recent visit to the Putao District, where he made a survey for a proposed aerial route, was accompanied by his wife, a lady doctor, who is the first European lady to go so far into the interior. Lady Cuffe, wife of Sir Otway Cuffe, held that record, having previously held that record.

Extremes in medicine met at a village on their return journey, when Mrs. Thom, treated a Kachin woman for erysipelas, while outside a pig, four fowls, and a three months' old puppy. Next day the patient showed signs of recovery, and the villagers are having a dispute as to which "doctor" was responsible.

An armed escort accompanied the party throughout the journey from Tiyikma to Fort Hert, the route being through the sub-Himalayan country, completely devoid of supplies. All provisions had to be carried on mules.

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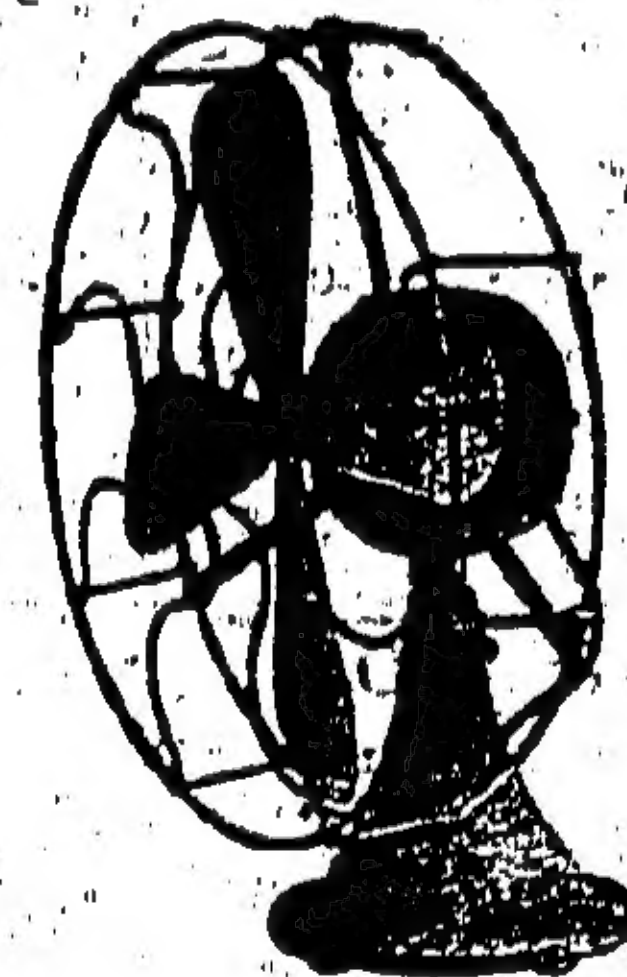
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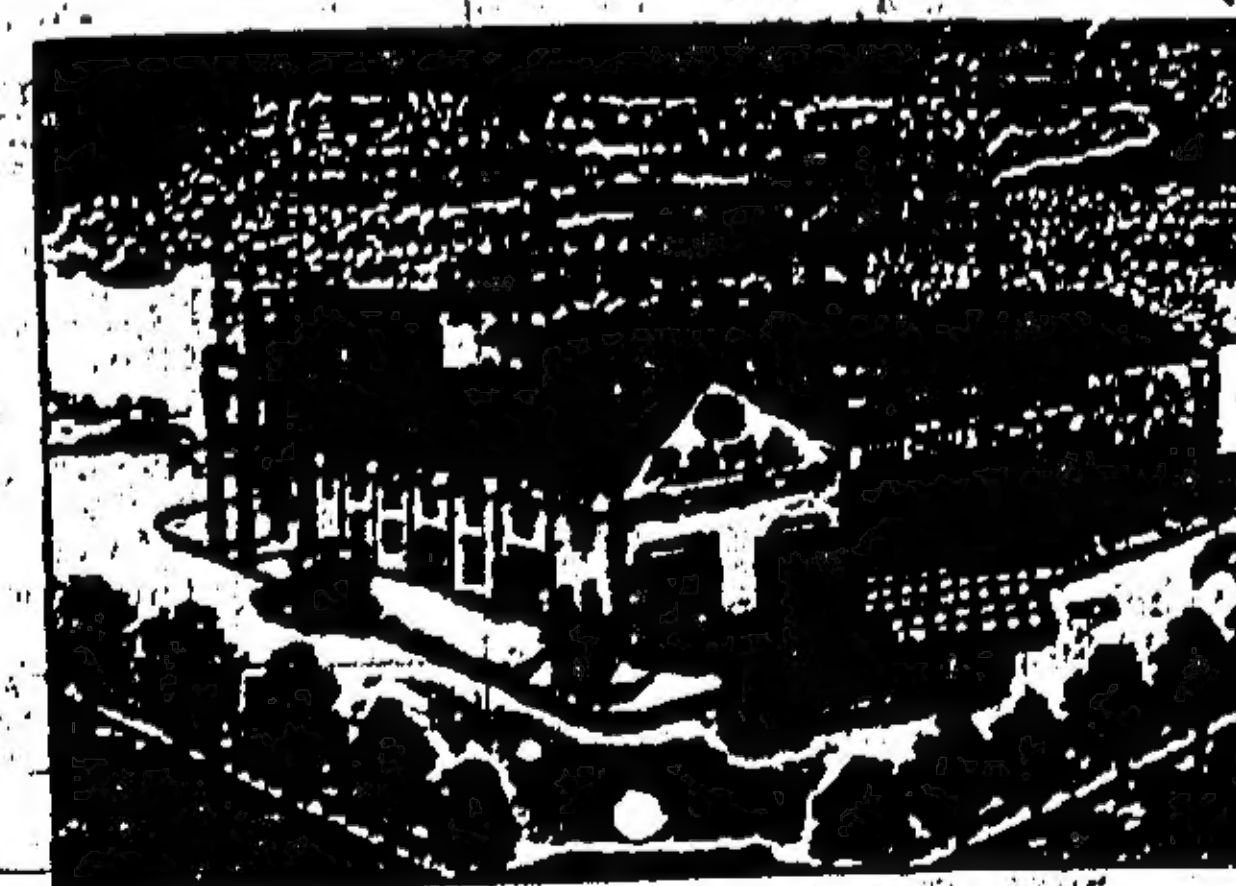
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RANDOM REFLECTIONS.

That the King's Birthday Ball at Government House was such a noteworthy success is very largely due to the timely break in the weather. What His Excellency and Lady Stubbs would have done with their eight or nine hundred guests had the wet weather continued a day longer than it did, do not know. Government House is much too small to conveniently accommodate that number of people. Fortunately it was an ideal evening for a ball in the month of June and it was possible to make good use of the lawns. Whoever is responsible for the general arrangements is entitled to hearty congratulations, and especially upon the decoration of the ball room and the approach to it. This struck me as exceeding all previous efforts.

All Hongkong has been greatly interested in the enterprise of Flight Captain Bacon of Macao who during the past week has been paving the way for his new commercial enterprise by demonstrating at Repulse Bay how safely one may travel by aeroplane. We saw the most nervous of men "risking their lives" in the air, and laughing afterwards at their previous fears. The future operation of these machines as passenger-carriers from port to port will be watched with very great interest. After the many demonstrations of the safety of this new means of travel it may be confidently predicted that it will be more a question of charges than of fear which will decide the success or failure of the new means of travel.

Regular services by aeroplanes between London and Paris, and between London and Brussels have been maintained now for more than a year in all sorts of weather without mishap, and doubtless in time people will come to have as much confidence in travelling in the air as in a railway train or a motor-car.

By the way, how is the newly formed Hongkong Aviation Club getting along? Strange as it may seem, we have heard nothing of its activities or even interest as a Club in the demonstrations of the past week! As for the aerodrome at Hongkong that I seem to have heard something about, at some time or other, that will probably take as long to materialise as wireless did after the Colony was first promised this boon.

The fact in exchange during the past week has been seasonal. Yesterday it fell 3d., closing at 3s. 6d. Is it a permanent drop? Who, after the experiences of the past few years, can pretend to be cocksure about it? The dollar stood at 3s. 6d. about this time last year, and although everybody at the moment thought it could not possibly go higher, yet up it steadily went till it reached the giddy height of 6s. 2d. It is too much to expect that this little bit of history will repeat itself. Governments have become wiser by the experience. They have done all they know to influence a return to a lower standard and it looks as if the measures adopted are producing their due effect.

One of the many little things which it will always be a source of pleasure to associate with the Governorship of Sir Henry May is the personal interest he took in beautifying the route of the tramway to the Peak. Everybody who comes to Hongkong, of course, makes a point of going to the Peak, and it is strange that until quite recent years so little was done to brighten the sides of the line with the flowering plants which now at various periods of the year so greatly add to the beauty of the short ride. At one season of the year we have a lovely show of poinsettias, at another, the *Banksia blakiana* makes a lovely picture, and at present the magnificent border of hydrangeas in full bloom just below the Barker Road station excite the admiration of all beholders. It is pleasing to note that steps are being taken to greatly extend the range of that display. In course of time the tram route to the Peak should be a source of attraction on account of its floral beauties alone.

One or two copies of *The Child's Guardian*, the official organ of the National Society for the Prevention of Cruelty to Children, have reached me lately in which prominence has been given to the subject of "girl slavery," and the treatment of children generally in this Colony. The latest issue reproduces on its first page a series of recommendations made by Mr. P. B. L. Bowley at a meeting of the Church of England Men's Society, and the following comment is appended: "Judging from the necessity of bringing such proposals forward, it may be imagined that this British Colony is a long way behind the times in its treatment of children." As I have remarked before, quite a lot of influential people at Home seem to be worrying the Colonial Office on the slavery and kindred questions as they affect this Colony, and I fancy H.E. the Governor must be having quite a busy time answering the inquiries of the Colonial Office in regard to these questions.

ROBERT R. RANDOLPH.

ATTEMPTED MURDER.

MAN STABBED OVER A DEBT.

Because a coolie owed another coolie \$2 and would not pay it, although he had some money with him, he was severely stabbed. The assailant was charged with attempted murder at the Magistracy yesterday.

Inspector Kent applied for a remand, remarking that the victim was still in hospital. At one time the man was in a critical condition and his dying deposition was taken.

The case was formally remanded for a week.

RICKSHA-TRAM-CAR COLLISION.

PORTUGUESE LADY HURT.

As a result of a ricksha colliding with tram-car No. 46, opposite the Hongkong and Shanghai Bank, a Portuguese lady, Mrs. A. B. Silva, wife of Mr. A. B. Silva, of Messrs. Lapicque & Co., who was riding in the ricksha, was thrown out and received several bruises. Several Bank employees who noticed the accident rendered first aid to the injured lady and Commander Kilgour, who was passing in a motor-car at the time, took her to St. Paul's Hospital. The ricksha-coolie has been taken into custody as he has no licence.

INDIAN CONSTABLE ASSAULTED.

CULPRIT SEVERELY DEALT WITH.

When an Indian constable attempted to arrest an onion-hawker, who was trading without a licence, he was assaulted by a number of persons who threw stones at him. The constable arrested one of the culprits and had to seek the assistance of a comrade to take him to the Station. Yesterday, Mr. Smith, in sentencing the defendant to six weeks' hard labour and to receive twelve strokes of the birch for assault, said that this sort of intimidation must cease.

GAMBLING LED TO RUIN.

THEFT FROM POLICE QUARTERS.

A Chinese, who was a "boy" employed at the Central Police Station, was charged at the Magistracy yesterday, with stealing a quantity of clothing, belonging to Chinese detectives and with misappropriating \$10.

Sub-Inspector Cockle stated that a detective gave the boy \$10 to pay for his mess-bill and he absconded and was arrested in Yau-mai. Several reports had been made of missing clothes and the boy, who was suspected, confessed to stealing them. He used the money for gambling. The clothes had been recovered. Defendant was arrested eighteen months ago on a similar charge but was given another chance as he promised to go straight.

Mr. Smith sentenced defendant to a month's hard labour.

THEFT FROM DIOCESAN GIRLS' SCHOOL.

YOUTH ARRESTED WHILE PAWN-ING SHOES.

A Chinese youth was charged at the Magistracy yesterday, with stealing twelve pairs of shoes, valued at about \$24, belonging to students at the Diocesan Girls' School.

Inspector Grant stated that on the morning of the 7th instant a Chinese detective noticed the youth trying to pawn the shoes at Lower Lascar Row for \$4. He arrested him and brought him to the station where it was ascertained that the shoes had been stolen from the school. The youth had saved through several window bars and had then removed the shoes with a stick.

He was sentenced to six weeks' hard labour.

DEATH OF CAPTAIN J. G. COGAN.

News has been received recently of the death of Capt. John G. Cogan, which occurred at Glasgow on April 22nd last. The late Capt. Cogan was well-known on China Coast where he was for 20 years in the service of the China Navigation Co., Ltd., the last 11 years of which he was in command of various steamers of the fleet. He resigned his position during the latter part of last year owing to ill health and proceeded home in the hope that his health would be restored by the change.

PRINCE CHARLES OF RUMANIA.

ARRIVAL IN HONGKONG TO-DAY.

THE OBJECT OF HIS MISSION TO JAPAN.

Hongkong bids welcome to-day to H.R.H. Prince Charles, the heir to the Rumanian throne, and a son of the gracious lady who was once Princess Marie of Edinburgh, the daughter of the Duke of Saxe-Coburg and Gotha. As is well-known the Prince is on his way to Japan, it being the hope of his august parents that the broadened outlook which he will gain during his tour—which has included Egypt, Greece, Ceylon, India, Burma, the Straits Settlements, and now China—will help him to realise the responsibilities of his exalted position, and persuade him to consent to the annulment of a marriage which he contracted at Odessa in 1913 with a beautiful Rumanian girl named Mlle. Zizi Lambresco.

Prince Charles, who is travelling to Hongkong on the P. & O. *Madras*, due in the harbour this afternoon, is nearly 27 years old, but looks much younger. He is being accompanied by General Cavanescu, Col. Condiescu, Capt. Horis (A.D.C.), M. Djubari (P.S.) and M. Fiodor. There will be an official reception. A guard-of-honour of the Wiltshire Regiment will be stationed at Blanke Pier, and troops will line the streets through which he will motor to Government House, where he will remain as a guest until to-morrow afternoon, when the *Madras* will resume her voyage to Shanghai and Kobe.

FIRST RUMANIAN MISSION.

Interviewed in Egypt, the Prince told a reporter that he was at the head of the first Rumanian Mission to visit the Far East. "In the old days, nations lived in their own circles, much as families moved in their particular orbits. And they were often narrow enough. In Rumania there was no Japanese Minister, nor was Rumania represented in Tokio. During the war Rumania did appoint a temporary Minister to Japan, but he died, and Rumania is now anxious to establish regular, continuous diplomatic relations."

"This will be all the more necessary as, owing to the serious conditions of Rumania to-day, we are turning to Japan for help to re-build our country. I hope to obtain in Japan some of the things which Rumania wants so desperately."

"We especially need transport. We want ships to export our produce and so remedy our exchange. The lei, the Rumanian franc, is worth roughly 22 French centimes, and you know what French centimes themselves are worth in British and in American money. We cannot be blamed for lack of production, as we export principally raw materials: our riches lie in our cornfields and oil wells."

It remains to be seen how this year's corn crop will turn out, of course; but we have almost a glut of oil. Most of the wells have been repaired, and the pipeline to Constantia will be in working order soon. In addition to ships to take our oil to the markets of the world, we want to restore our railways."

HELP FROM JAPAN.

"You expect help from Japan?"

"Certainly. We may interest her shipping companies in Rumania. She can give us locomotives, linen, medicines, and so many other articles we are without. We are looking, in fact, for Japanese help of any kind, and we turn to her because she seems free. Great Britain, our old and valued friend, would help us, I know, but she has her own vast house to repair after the war ravages. And the United States has its own problems. In any case for us, as buyers, there is the obstacle of our adverse exchange."

"Would not that affect dealings with Japan also?"

"Well, we hope to come to some arrangement. We can offer guarantees: we have great natural resources. We must get Rumania on her feet again. We must have money for transport, as transport is our very life."

The Prince laughed in his frank way, then said with a very smile: "Money is very scarce for Governments nowadays, though somehow it does not appear to be so for individuals. As far as Rumania is concerned I should be satisfied if we could get prices down to twice what they were before the war. Then the more imminent danger, the danger of Bolshevism, which gains advocates owing to the appalling cost of living, would be averted."

"We are ready to forget all those dark days if the future shows up bright. Transport would be our salvation."

"What have you actually got?" I asked. "Five passenger ships, the largest about 2,500 tons, and 7 cargo boats, the largest, I believe, about 6,000 tons. As for rolling stock for our railways, before the war we had more than 2,000 engines. The Hungarians took enormous trains composed entirely of engines out of the country in our evil days, and when peace came we had 800 left, of which about 70 were serviceable."

(Continued at foot of next column.)

MURDER OF COLONEL TUFNELL.

RAILWAY TRAIN OUTRAGE IN INDIA.

Another railway train tragedy in which a European, Colonel Tufnell of Lucknow, was the victim is reported. According to the *Calcutta Englishman* the deceased had gone to Darjeeling to see His Excellency the Governor of Bengal and returned to Calcutta. He was accompanied from Ghoom by his friend Captain G. Rackaraw, also of Lucknow, and both of them took up their residence at the Great Eastern Hotel. The latter left for Lucknow by an earlier train.

The carriage in which the deceased Colonel was travelling was a bogie and consisted of two first class and two second class compartments. Of the first, one was a ladies' compartment and was empty while the other was occupied by the deceased alone. In one of the two second class compartments the occupants were Mrs. and Miss James and Mrs. Lindsay (bound for Umballa) and Mrs. Woolman (for Amnole) and in the other Mr. B. K. Gupta, Mr. D. N. Bose, Mr. and Mrs. P. C. Ghose. The deceased was lying on the off-side lower berth which bore distinct marks of blood. The floor, one of the walls of the compartment, and the bath tub were also tinged with marks of blood, where it is surmised, the assailant had washed his hands after having perpetrated the crime. There were finger impressions on the boxes and suit cases of the deceased as also scuffings of shoes all over the floor.

The post-mortem examination which was held by the Civil Surgeon of 24 Pergana in the presence of Mr. Leonard, Police Superintendent, Howrah G. R. Police, and Mr. B. C. Das, and other officers, disclosed the fact that there were in all 25 wounds all over the body of the deceased, those on the skull, chin and jaw being of serious nature. Four places of the skull were smashed and portions were driven inside the brain. The jaw in two places and several veins and nerves were shattered. None of the injuries were caused by a knife or any other sharp-edged instrument but by some heavy blunt weapon. The wounds appeared to be clean cut. The medical opinion shows that death was due to the injuries received.

According to the *Chapras* (peon) he gave his master a drink before the train left Howrah and saw him in his usual mood. As Burdwan when he was taken to the deceased he was asked to put some questions to him. This he did but apparently to no purpose. The suggestion that the deceased said that he was "attacked by a black man" seems to be without foundation. It is stated that while being conveyed to Howrah in a "special" the attending nurse asked the deceased if he would like to have a drink whereupon the deceased said in a low voice, "Yes."

At the Presidency General Hospital in Calcutta he was asked by the Attending Physician the name of his Regiment, to which he replied "Queen's" meaning probably, the Queen's Regiment to which he belonged. These were the only two words that he is reported to have uttered after he was found wounded. It is surmised that the assailant got into the compartment by the off-side door after the train left Howrah and before it reached the cabin junction along which portion of the line, as is well-known, all trains run at a very slow speed. It is further thought that the culprit managed to get away while the train was being diverted from the main to the new chord line between Belur and Bally or while it slowed down near the Burdwan station, but the former, in any case, seems more probable. The rumour that some of those present on the platform at the time the train started noticed a European struggling with a man in the train appears to be not absolutely without foundation. It is understood that the deceased, who had a distinguished record of service was about to be promoted to a Brigadier-Generalship and much sympathy will be felt for his widow and only daughter who are at Home.

SPORT.

TENNIS LEAGUE.

1ST DIVISION.

	P.	W.	L.	P.
Garrison	3	2	1	4
Chinese R.C.	3	2	1	4
Club de Recreation	3	2	1	4
Hongkong C.C.	3	2	1	4
United Services R.C.	3	1	2	2
Kowloon C.C.	3	0	3	0

2ND DIVISION.

	P.	W.	L.	P.
Civil Service	3	3	0	6
Chinese R.C. (B)	4	3	1	6
Wigwam	3	2	1	4
Craggsdown	3	1	2	2
Hongkong C.C. (B)	3	1	2	2
U.S. R.C. (B)	2	0	2	0
Kowloon C.C.	2	0	2	0

ARRANGEMENTS FOR RECEPTION.

IN HONGKONG.

The Crown Prince of Rumania is expected to arrive in Hongkong to-day about 4 o'clock in the afternoon. His Excellency the Governor of Hongkong will go on board the steamer to receive His Royal Highness who will land at Blanke Pier.

All troops for lining the streets will be in position on the route by 4 p.m. Troops from Kowloon will be landed at Murray Pier.

The Officer Commanding the Troops, with all officers commanding units and heads of Government departments will be at Blanke Pier.

There will be a banquet at night at Government House, at which military officers are expected to appear in European dress, but white mess kit is permitted.

LANE, CRAWFORD & CO.

ROSE BOWLS

SOLE AGENTS

FOR

PRIZE CUPS

MAPPIN & WEBB LONDON.

WE ARE NOW RECEIVING FREQUENT CONSIGNMENTS

OF MESSRS. MAPPIN & WEBB'S

STERLING SILVER WARE & "PRINCE'S PLATE"

AND WE FEEL CONFIDENT

THAT WITHIN A FEW MONTHS HENCE WE SHALL HAVE

ON VIEW

THE MOST UNIQUE SELECTION IN THE FAR EAST.

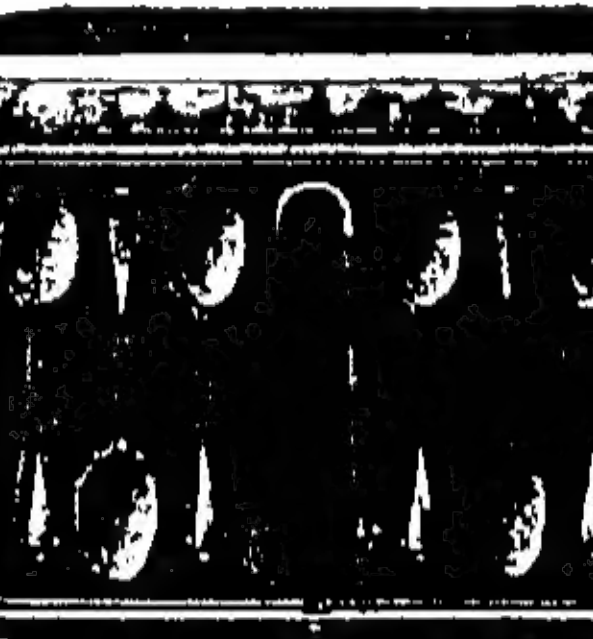


CHRISTENING SETS

OUR PRESENT STOCK IS WELL WORTHY OF YOUR INSPECTION AND INCLUDES

PRESENTATION PLATE

CIGARETTES & CIGAR BOXES, SEALING SETS, MATCH STANDS, CIGARETTE CASES, TRINKET BOXES, PIN & PUFF BOXES, SALT JARS, BRIDGE BOXES, Etc. Etc.



TEA & COFFEE SERVICES, FRUIT & SWEET STANDS, ENTREE DISHES, FLOWER VASES, SWEET & MUFFIN DISHES, CAFE & LIQUEUR SETS, TOILET SETS, Etc. Etc.

HAVANA CIGARS

JUST RECEIVED

PETIT FANCY TALES	PER BOX OF 50	\$11.00
CARRICHOS	" " "	10.50
REGENTS	" " "	10.00
STANFORDS	" " "	9.50
EPIQUEURS	" " "	9.00

LANE, CRAWFORD & CO.

COLUMBIA DANCE RECORDS

A5772	ST. LOUIS BLUES	FOX TROT	PRINCE'S BAND
A5794	HESITATION BLUES	ONE STEP	" "
A5817	LADDER OF ROSES	WALTZ	" "
A5838	ON THE SHORE AT LEI WI	FOX TROT	" "
	SOUTHERN ROSE	WALTZ	" "
	WINE, WOMEN & SONG	" "	" "
	MISSOURI WALTZ	" "	" "
	THE WALTZ WE LOVE	" "	" "

The Anderson Music Co., Ltd., 16, Des Voeux Road, Tel. 1322.

Powell Ltd. TELEPHONE 346

GENTLEMEN'S HIGH CLASS SILK HALF HOSE.

PRICE	PRICE
\$1.50	\$1.50
PER PAIR	PER PAIR
\$8.00	\$8.00
PER HALF DOZEN	PER HALF DOZEN



PHOENIX SILK SOCKS

GUARANTEED PURE SILK WITH REINFORCED

TOE-HEEL AND FEET.

\$1.50	\$8.00
PER PAIR	PER HALF DOZEN

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON LIMITED.

THE CERTIFICATE No. 1571 for one silver share No. 45 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. Bell & Co., of London, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager.
Hongkong, June 10th, 1920. [1043]

SHIRE LINE OF STEAMERS LTD NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship "CARDIGANSHIRE"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns where they will be examined by the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 16th June, 1920, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 16th June, 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATTHEWSON & CO., LTD., Agents.
Hongkong, 9th June, 1920. [1041]

NOTICE TO CONSIGNEES.

S.S. ECUADOR VOY 17-OUT.
FROM SAN FRANCISCO, via HONOLULU, KOKOHAHA, KOBE, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignee's risk. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 14th at 10 A.M. and June 15th at 10 A.M.
All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining unremoved after June 15th, will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP CO.,
Hongkong, June 9th 1920. [1042]

REPULSE BAY HOTEL.

SATURDAY, JUNE 12TH:

TEA DANCE FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 13TH:

ORCHESTRAL CONCERTS DURING Tiffin and AFTERNOON.

FLYING:-

SUNDAY, JUNE 13TH,

COMMENCING AT 2.30 P.M.

Tickets for flights and full particulars may be obtained at the HONGKONG HORSE-MAN'S OFFICE, or at REPULSE BAY HOTEL.

J. H. TAGGART,
Manager. [219]

MONDAY next,

at 6 p.m.

ORGAN RECITAL
ST. JOHN'S CATHEDRAL.
[1039]

A. G. DA ROCHA,
IS THE AUCTIONEER.

INTIMATIONS

HONGKONG CRICKET CLUB.

TENNIS.

A CUP has been presented for Competition amongst Members and Subscribers during the summer months. Entries close on JUNE 15TH. Conditions and Entry List are posted at the Pavilion.
Hongkong, June 8th, 1920. [1043]

HONGKONG GYMKHANA CLUB.

THE EXTRA GYMKHANA MEETING of the Season will be held at the Happy Valley, on SATURDAY, JUNE 12TH, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, June 4th, 1920. [1044]

THE WEL SAN KNITTING COMPANY, LIMITED.

NOTICE.

A MEETING of the CREDITORS of the Company will be held on the Nineteenth day of June, 1920, at the Office of Messrs. SHAW, TOMES & CO., St. George's Building, Hongkong, at 11 o'clock in the forenoon, pursuant to the provisions of Section 181 of the Companies Ordinance, 1911.

At this Meeting the Creditors will be asked to determine whether an Application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with WALTER J. HAWKER, the Liquidator appointed by the Company, or for the appointment of a Committee of Inspection.
Dated the 7th day of June, 1920.
WALTER J. HAWKER,
Liquidator.

THE WEL SAN KNITTING COMPANY, LTD. [1045]

WANTED

JUNIOR Chinese Clerk by Insurance Office Knowledge of Typing Essential.
Reply stating experience and salary required.
Box No. 1034.
Care of "Daily Press" Office [1033]

TO LET.

CORRUGATED IRON GODOWN Yau-mat.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD. [1040]

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandre Buildings. [66]

FOR SALE.

NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.
For particulars apply—
CARVALHO & COMPANY,
Machinery Department. [966]

Messrs. LAMBERT BROS. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an

Order of the Court

by

PUBLIC AUCTION

on

MONDAY,

the 28th day of June, 1920, at 3 o'clock P.M.

IN ONE LOT

at their Auction Rooms, in Duddell Street.

THE Ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.
For particulars to view apply to Messrs. LAMBERT BROS. the Auctioneers.
Apply to—
Messrs. JOHNSON STOKES & MASTER, Prince's Building,
or to
Messrs. LAMBERT BROS., the Auctioneers, Duddell Street. [1016]

WE HAVE

Great Varieties of used and

unused

POSTAGE STAMPS

Single, Sets, Packets, Bags, and

On Approval Books

FOR COLLECTIONS.

GRACA & CO.,

Dealers in Postage Stamps, Post Cards,

Seeds, Toys, &c., &c.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 820. [1040]

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of

\$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

FLAT three or four Rooms wanted on the Peak furnished or unfurnished—Apply Box B, c/o "Daily Press." [3]

NEW LOAN OF 4 MILLIARDS FRANCS

5% PREMIUM BONDS. CREDIT NATIONAL.

THE Bonds are of 500 Frs. face value.

PRICE OF ISSUE 455 FRANCS

8 drawings a year amounting to

20,000,000 Francs,

with the following prizes

1,000,000 Francs

100,000 "

100,000 "

100,000 "

50,000 "

The prizes drawn will be free of any taxes, present or future.

The Bonds bear interest on and after the 15th of June, 1920.

Applications will be received till the 15th of June, 1920, by

THE BANQUE DE L'INDO-CHINE

L. BERINDOAGUE,

Manager.

Hongkong, June 4th, 1920. [1029]

NATIONAL CREDIT 5 Per Cent. 1921

UNDER THE GUARANTEE OF

THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE has been to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5, Chater Road, and will be closed on the 15th of June, at 12 Noon.

5 per cent. Premium Bonds of Frs. 500 each are issued at the price of

Fr. 455—only

Interest at 5 per cent. will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 20,000,000—the first prize of each being

ONE MILLION FRANCS.

ROUET DE JOURNEL,

Manager.

Hongkong, June 2nd, 1920. [1012]

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads

Tel. No. 1. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY,

Proprietor. [77]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Dayspring." [78]

ON SALE.

"DIRECTORY & CHRONICLE"

OF

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES

Etc.

for 1920

80th ANNUAL Edition

containing

1,800 PAGES

14 MAPS.

THE

Directory of the Far East.

INTIMATION

THORNE'S

OLD VAT

"No. 4"

SCOTCH WHISKY

Westrongly recommend this Whisky.

The Vat was started in 1831 by the

late Robert Thorne of Greenock

and the Whisky has been known as

Old Vat, No. 4, ever since.

SOLE AGENTS:

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

BIRTH.

LINTON.—In London, on June 2nd, to Mrs. PHILIP LINTON, (Shanghai), a son.

DEATHS.

BLACK.—At Shanghai, on June 4th, JEANIE FRASER BLACK, Sister at the C. P. Hospital.

COGAN.—At 39, Huntley Gardens, Glasgow, on April 22nd, 1920, Captain JOHN G. COGAN, late of the China Navigation Company, Ltd. [1049]

GODFREY.—At Shanghai, on June 3rd, MARY ELIZABETH, dearly beloved wife of CHARLES HENRY GODFREY.

HONGKONG OFFICE: 104, DES VOUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 10TH, 1920.

THE PAPER SHORTAGE.

EVERYONE is familiar with the fact that the price of paper has been steadily going up. The prices of newspapers and magazines in most parts of the world have been increased and in a great many cases a reduction has had to be made at the same time in the size of the productions. Paper manufacturers' prices still show a steadily ascending tendency. Some noteworthy points regarding the cost of newspaper production were given by Lord BUNHAM and other authoritative speakers at a papermakers' luncheon in London the other day. They showed that owing to the disturbance of the ordinary paper trade by the war the price of paper in England has been increased 600 per cent. and that, as a result, circulation no longer pays there—that is, the more papers that are sold the greater the proprietors' loss, because the actual paper on which the news and advertisements are printed cost more than the sale price of the whole production. Paper costs £18 to £20 a ton more in European continental countries than in London. The New York newspapers have just cut down their sizes by half or more, are compressing their "make-up" and are prohibiting display advertisements, charging as much, apparently, for these restricted announcements. In 1914, we see the *Times of India* complaining that paper which used before the war to cost it £13 a ton can now only be got for between nine and ten times that price.

Three cases (one death) of plague were reported in the Colony on Tuesday.

The hearing of the case in which Mrs. Flora Gutierrez summoned her husband, Mr. J. M. Gutierrez, for cruelty and neglect, has been adjourned sine die.

A correspondent writing from Weihaiwei on May 28th mentioned that there had been no rain for fully two months and the dust in some roads was 1½ feet deep.

The Christian Literature Society has acknowledged contributions to the Timothy Richard Memorial Fund which give the following totals: Tls. 5,515; (Gold) \$50; Mex. \$5,354.57; Sterling £20.

The experience of the Far Eastern newspapers is much the same, and there is no prospect of an early improvement. There is a great scarcity of pulp. Efforts are being planned in London to encourage increased paper production in various parts of the British Empire, and we notice that an Indian contemporary has suggested that there is a greater opportunity than has ever previously arisen for the organisation of a great paper making industry in India. "It seems agreed," it says, "that the public demand for reading is growing so steadily that any good paper mills laid down in the near future will find a ready market for their products and unless increased supplies of paper bring down the market people will certainly have to pay considerably increased prices for whatever they read." For some years past experts in the service of the Indian Government have been drawing attention to the bamboo as a new source of paper-making material. We do not know whether any mills for the manufacture of paper pulp from the bamboo have yet been erected in India, but many in Hongkong will be familiar with a project of this kind in Tonkin just before the war began. A considerable amount of Hongkong and French capital was invested in the Tonkin Pulp and Paper Manufacturing Co., and after much difficulty the mill was started on what seemed likely to be a prosperous career. The Company possessed a great area of bamboo plantation to meet the demands of the mill, the pulp produced was of good quality and appeared to find a market in Europe and in Japan. Much money had been spent in bringing the product of the mills to the necessary standard of perfection and more was needed which at that time it was not easy apparently to command. When the war started, and the German supplies of sodas and other chemicals used in the manufacture of the pulp, ceased, and the prices for substitutes from other sources rose to fabulous figures, it became no longer profitable to work the mills and they were closed down. The Company, if we recollect rightly, went into liquidation, but what happened to the plant and other property of the Company we have no knowledge. We recall this experimental enterprise and its fate because we observe that Mr. W. RAITT, cellulose expert to the Government of India, at present on a visit to England in connexion with the development of the pulp resources of India, but primarily to obtain a pulp plant for the Forest Research Institute in India. The plant is needed for further experimental work in investigating new sources of paper-making material and for assisting the development of bamboo pulp enterprises. For 25 years, we read, Mr. RAITT has been doing exploration and experimental work in bamboo pulp, the last 10 years in the service of the Government of India. During the past five years he has explored the whole of the coastal belt of Burma, and at an approximate estimate he asserts there is sufficient bamboo in sight with the Savannah grasses of Assam to produce 14,000,000 tons of dry pulp per annum. Bamboo being a grass, he states, its pulp has many features in common with esparto, and it can be used for all grades of paper. It can be so cheaply produced that it can take the place of mechanical pulp entirely. The total cost of production will not exceed one-half of that now being experienced with wood pulp. "After 25 years' work on this problem in various parts of the world," Mr. RAITT adds, "I have come to the conclusion that no permanent settlement of the papermaker's oft-recurring difficulties of supplies can be found, except in the annual waste growths of tropical and sub-tropical forests." The Indian Government has granted concessions to pioneer companies on extremely favourable terms, and schemes are being developed for the production of about 70,000 tons per annum of bamboo pulp. In view of these statements it may occur to some of the Hongkong people who invested largely in the Tonkin enterprise to enquire whether there is no possibility of a re-opening of these mills.

Several Chinese banks are reported to have been transferring their silver reserves away from Peking. The Bank of Communications took the lead in effecting a transfer in one day of some \$400,000.

A distressing accident occurred on the *Shingo Maru* on June 8th while the vessel was on her way to Hongkong. Two Japanese carpenters fell into the No. 4 hatch, resulting in one dying immediately. The injuries of the other were attended to and when the vessel arrived in harbour the man was removed to hospital.

The report that His Excellency the British Minister to Peking will proceed Home to be knighted has been circulated for some time. It is now stated by a contemporary that His Excellency will leave earlier than was first decided, because his presence is needed at Home in connexion with the proposed renewal of the Anglo-Japanese alliance.

The celebrated Italian artists Madame A. Silvestri and Senhor D. F. Amelias, kindly assisted by Professor E. Danenberg, will give an open air concert at the Club de Recreio, Kowloon, on Saturday, the 12th instant, at 9.15 p.m. Tickets of admission, at \$1.30 each, may be obtained through any member of the Club or at the gate on the evening of the concert.

The craze for antique Chinese porcelain, jades, and enamels as household decorations has led one or two enterprising dealers to visit China in the hope of securing bargains, says a Home paper. Their experience has been a hard one. They report that it is as cheap (or even cheaper) to buy *famille verte* or *famille rose* vases in London as in Peking; while jades, for which the Chinese have extraordinary reverence, are cheaper at Home by 200 per cent.

The water return for the month of May shows that 1260.21 million gallons were stored in the City and Hill district reservoir during the month, against 1217.94 million gallons in May last year. The consumption per head was 26.4 gallons, compared with 24.3 gallons. In the Kowloon water-works, the storage and consumption per head were 294.48 million gallons and 14.9 gallons respectively, as compared with 306.48 million gallons and 14.0 gallons in the corresponding month of last year.

We have received from Messrs. Edward Evans & Sons, Ltd. of Shanghai a copy of the *Educational Directory and Year Book of China*, 1920, a reference book for all interested in Education in China. The work is divided into three parts, viz. (1) general information; (2) an Educational directory of University professors, lecturers, etc., teachers in schools and others connected with Western education; and (3) a list of Universities, colleges and schools. In the review of the past year it is recorded that unmistakable progress has been made in education in China in spite of internal disorder and party quarrelling and the lack of anything like adequate Government financial support. The following statistics for 1919 are given: Government, public and private schools, 134,000; teachers and school officials, 328,000; students, 4,500,000.

Li Sum Ling, formerly of the *China Mail*, later of the *Peking Daily News* and at present an official of the Ministry of Finance, has been arrested on a charge of divulging the American Aviation Loan.

SHORT TERM LOAN AT 11 PER CENT.

PEKING, June 8th.

The Ministry of Finance announces its readiness to float a short-term loan for three and a half million dollars to be taken up by local banks. It will be repayable in seven months and will bear interest at the rate of 11 per cent.

ADVISERS TO INVESTIGATE CHINESE EASTERN RAILWAY QUESTION.

PEKING, June 8th.

It is confirmed that the following advisers, Messrs. Ferguson, Lenox Simpson, and Padox, have been selected to proceed to Manchuria to investigate the conditions in regard to the Chinese Eastern Railway.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

LI SUM LING ARRESTED.

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Eastern Railway.

FRENCH FLYING FEAT: TWO AIRMEN WHOLE NIGHT IN THE AIR. COMMERCE CORPORATION: MR. HARRIMAN ACQUIRES LARGE INTEREST.

TRADE WITH RUSSIA: MR. LLOYD GEORGE'S REPLY TO QUESTIONS.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
WHOLE NIGHT FLIGHT.

FRENCH AIRMEN'S FEAT.

PARIS, June 4th.
A Havas message states:—
The French airmen Bernard and Bossonnet—the last the hero of the attempted flight to Dakar—set out from the Aerodrome Stamps yesterday at twenty minutes to six and remained in the air till this morning at one minute past six.

BIRTH OF THE KINEMA.

CELEBRATION IN PARIS.

PARIS, June 4th.
A Havas message states:—
The twenty-fifth anniversary of the first Kinema show was celebrated yesterday in Paris by a banquet to the inventor M. Lumiere of Lyon.

FRENCH ARMY. INTEREST IN PHYSICAL TRAINING.

PARIS, June 4th.
A Havas message states:—
French Colonels have been detailed to follow a special course of physical training at the Military School of Joinville.

The actual programme only required the senior officers to attend lectures and practical demonstrations so that they would know how to organise sporting events for men. The hundred Colonels taking part in the course, however, decided that personal experience would be of greater value and arranged a series of football, basketball and hockey matches for them.

PRESIDENT DESCHANEL. GOES TO NORMANDY.

PARIS, June 4th.
A Havas message states:—
President Deschanel left Paris yesterday morning for the Chateau Montellier near Lisieux in Normandy.

PRESIDENT WILSON. SIGNS IMPORTANT BILLS.

WASHINGTON, June 8th.
President Wilson has signed a number of Bills, including a Bill permitting Government-owned wireless stations to handle private and Press telegrams, also a Bill increasing the pay of postal employees which will involve an extra expenditure of \$33,000,000 next year and more thereafter.

NEW YORK POPULATION. ALMOST AT STANDSTILL DURING WAR.

NEW YORK, June 8th.
The latest census shows the population of New York to be 5,631,000, an increase only of 84,000 as compared with 1910, owing to the stoppage of immigration in war-time.

SOUTH AMERICAN NAVIES. UNITED STATES' ASSISTANCE.

WASHINGTON, June 8th.
The House of Representatives has unanimously passed the Senate's Bill authorising the President to send American officers to assist the South American countries in developing their navies.

AMERICA CUP. "SHAMROCK" GOES FOR REPAIRS.

NEW YORK, June 7th.
Shamrock 17's gulf was carried away while she was undergoing a sail-testing spin, and has gone to City Island for repair.

OBITUARY.

NEW YORK, June 8th.
The death is announced of Rear-Admiral Winterhalter.

COMMERCE CORPORATION. HARRIMAN INTEREST PREDOMINANT.

NEW YORK, June 8th.
The Harriman interest has acquired a substantial representation in the Commerce Corporation.

The announcement that the Corporation has taken over the Hamburg-America trade routes followed the election of Mr. W. A. Harriman to succeed Major-General Goethals who resigned as President of the Corporation.

CALCUTTA FIRE. COTTON MILL DESTROYED.

CALCUTTA, June 8th.
A fire has destroyed the spinning machinery of the Keshoram Cotton Mills. The loss is estimated at five lakhs of rupees.

THE FARMERS' CHARTER. GOVERNMENT DETERMINED TO FOSTER AGRICULTURE.

LONDON, June 7th.
In the House of Commons, during the second reading of the Agriculture Bill, Sir A. Griffith-Boscawen, Secretary of the Board of Agriculture, pointed out that before the war we only produced enough wheat to suffice from Friday night until Monday morning. For the rest of the week we depended on foreign imports. We were agricultural week-enders. Production had improved during the war, and the Government was determined not to let agriculture slip back. It was undoubtedly cheaper to grow wheat in this country at present than to import it. Russia and Hungary were out of court. The whole question in the future was how we were to get our daily bread. The Bill might be called the Farmers' Charter, but it was introduced in the national interest, to make the best use of our greatest national asset. The keynote of the Bill was security all round—security to the farmer by means of guaranteed prices, security to the labourer by a minimum wage, and security to the State by giving it certain control of cultivation so that the maximum amount of food might be produced.

IMPERIAL PREFERENCE. HONGKONG CONSIDERS IT UNNECESSARY.

LONDON, June 7th.
In the House of Commons, replying to Capt. Wedgwood Benn, Lieut.-Col. Leslie Wilson stated that the invitation to consider the practicability of Imperial Preference had been sent to all Colonies and Protectorates except those precluded from doing so by international agreements, or in which preference was already enforced or impracticable. Replies up to now received included Hongkong and Sierra Leone, both of which considered preference unnecessary, and Cyprus, where legislation in that connection had been passed. Mauritius was considering the question.

LONDON HOUSING PROBLEM. SCHEME TO BUILD 50,000 HOUSES.

LONDON, June 8th.
The London Housing Bond campaign to raise £10,000,000 for Metropolitan housing schemes has been launched. The County Council has estimated that 50,000 houses are required immediately of the 150,000 ultimately required.

SYRIA. A FRENCH SUCCESS.

PARIS, June 7th.
A Havas message states:—
A despatch from Casablanca says that French flying columns from Mekles and Zedja got a success by the capture of the Magnanet ridge, and the consequent surrender of the Zaiin tribe living in 2,500 tents in this region.

IMPERIAL TRADE RELATIONS. MAMMOTH EXHIBITION TO BE HELD IN LONDON.

LONDON, June 7th.
The Lord Mayor presided at a largely attended meeting at the Mansion House this afternoon in connection with imperial trade relations and the forthcoming British Trade Exhibition.

He read a letter from the Prince of Wales, the president of the general committee, stating that the Government had decided to introduce a Bill providing for £100,000 to the Exhibition as a guarantee fund, conditionally on at least £300,000 being otherwise guaranteed. The Prince hoped that at least £1,000,000 would be guaranteed.

The Premier wrote regretting his absence and urged that everyone give his most energetic support to the exhibition. He declared that trade between the Mother Country and the Dominions at present was steadily declining compared with similar trade with foreign countries. This ought to be arrested, whatever its cause.

Lord Milner urged that the Exhibition must be on a vast scale, befitting the Empire, and thoroughly characteristic of the resources of the Empire. He emphasised that the Exhibition would have a social and national as well as an economic value, and would make for inter-dependence of the various parts of the Commonwealth.

ELECTIONS IN GERMANY. CENTRE PARTY'S DECLINE.

BERLIN, June 8th.
The papers draw attention to the remarkable decline in the Centre Party votes in the Rhineland, hitherto one of its chief strongholds. The Party lost 44,000 votes in Cologne and 11,000 in Düsseldorf. The Independent Socialists gained tremendously in the industrial region, while the Majority Socialists lost half the electors. The Independent Socialists at Cologne increased their vote from 4,000 to 30,000.

POSITION OF PARTIES.

BERLIN, June 7th.
The state of the parties at 6 p.m. to-day was:—Majority Socialists, 68; Independent Socialists, 47; Democrats, 25; Centre, 35; People's Party, 34; Communists, 1.

SOME OF THE SUCCESSFUL CANDIDATES.

BERLIN, June 7th.
Those elected so far in the Elections include:—
Democrats.—Herr Derburg, and Hausmann.
Majority Socialists.—Dr. Scheidemann, Herr Eduard Bernstein and Minister Bauer.
The People's Party.—Herr Helfferich.
Independent Socialists.—Frau Ziefa and Georg Ledebour.
Herr Erbsberger's election is regarded as assured. Count Bernstorff has been defeated.

LEAVY ON WAR WEALTH. WHY GOVERNMENT ABANDONED SCHEME.

LONDON, June 7th.
In the House of Commons, at question time, Mr. Austen Chamberlain stated that after carefully considering the suggested scheme for a levy on war wealth in the report of the Committee on War Wealth, the Government had come to the conclusion that the dangers of such a levy altogether outweighed the advantages. Therefore, it was decided not to make proposals in that sense.

OVERSEAS SETTLEMENT. ADVICE TO WOMEN EMIGRANTS.

LONDON, June 8th.
Mr. William Windham, Government representative on the Overseas Settlement Committee, speaking at a colonisation dinner at the Lyceum Club, announced that a Bill would shortly be introduced appointing a Committee to deal with the question of emigration, but before women left the country they should be assured that settled employment was awaiting them overseas.

THE AFTERMATH. DEBTS PAID BY THE U.S.A.

WASHINGTON, June 7th.
The War Department announces that claims against the United States paid to the Allies amount to \$363,716,000, including \$148,362,000 to France and \$115,397,000 to Britain. Against this sum, the United States has disposed of surplus war material abroad amounting to \$222,923,000.

BRITAIN AND THE SOVIET. RESUMPTION OF TRADE DISCUSSED IN COMMONS.

LONDON, June 7th.
In the House of Commons, Col. J. Gretton, moving the adjournment, asked the meaning of the negotiations with M. Krassin. He said that the Russian Government was "hinted with a record of violence and murders in Russia, and did not have anything with which to trade with Britain. He ridiculed the stories of burning Russian granaries. Moreover, the sum of £25,000,000, which it had been suggested Russia held for payment of imports, was largely stolen gold belonging to one or other of the Allies."

Col. S. J. G. Hoare condemned the attacks upon the Premier, and declared that the latter had two fundamental interests at heart, the need for gold and the need for peace. Nevertheless, there would be the impression here and in France, if we accepted Russian gold, that we were acting as receivers of stolen goods.

Replying, Mr. Lloyd George said that the decision to trade with Russia had been taken in Paris with Mr. Clemenceau in the chair. All the Allies had been represented on that occasion, and they came to a unanimous decision that it was desirable to open trade relations.

He declared that the Allies acted in this connection upon evidence from anti-Bolsheviks who were driven out of Russia, but were associated with the co-operative movement. Subsequently, the San Remo Conference passed a resolution confirming its readiness to discuss with M. Krassin the best methods for the resumption of trade. It was upon this decision that negotiations were now proceeding with M. Krassin, by consent of all the Allies.

As regards the available stocks in Russia, the Premier stated that the Poles had confessed that there were considerable quantities of wheat for export in the Ukraine and in Siberia.

Mr. Lloyd George said he did not doubt that there were grain, oil, flax, timber, and other essential commodities in Russia. He ridiculed the argument that we could not trade with Russia because we disapproved of its Government or on account of the atrocities. He pointed out that we at one time disapproved of the Government of Mexico, but continued to trade with that country. We had not ceased to trade with Turkey on account of the massacre of the Armenians. It was a new doctrine that a people must approve of the habits, customs, and manners of a people before they could trade with them. They had to consider the whole situation. It appealed to him to think what might happen unless they succeeded in restoring the world. An alternative policy was to say that they would kill Bolshevism because it was an evil thing. That meant putting their strength and manhood into it. It would mean a loss of hundreds of thousands of men and the addition of thousands of millions to the National Debt. He asked:—"Are you prepared to do that?"

SECOND MEETING WITH M. KRASSIN.

LONDON, June 7th.
There was a second meeting between M. Krassin and the British Ministers to-day lasting two hours. M. Krassin gave various answers to the Ministers' enquiries regarding prisoners and propaganda, but there are other matters to be settled. A further meeting will probably be arranged. So far the general impression is satisfactory.

POSTAL AGREEMENT WITH SOVIETS.

The Times understands that the Government is about to make a postal arrangement with Russia. The French are opposed to the agreement on the ground that it implies recognition of the Soviet Administration.

FRENCH INSTRUCTIONS TO REPRESENTATIVE.

PARIS, June 4th.
A Havas message states:—
M. Adenot, the French financial representative on the Supreme Economic Council, has returned to London with strict instructions not to say anything in the negotiations with M. Krassin that would give political colour to the meeting.

THE WAR ON BOLSHIEVISM. FURTHER POLISH SUCCESSES.

WARSAW, June 7th.
A communiqué states that between the Divina and Borysoff, our counter-offensive Bolshevists are retreating in disorder, leaving considerable prisoners and material. Descriptions from the Bolshevik ranks are increasing. Bolshevik attacks on the bridgeheads at Kiev were severely repulsed.

BOLSHIEVICS IN PERSIA. MEETING OF LEAGUE OF NATIONS.

LONDON, June 7th.
In the House of Commons, replying to Lord Robert Cecil and Captain Wedgwood Benn, Mr. Lloyd George stated that a special meeting of the Council of the League of Nations will be held in London on June 14th on the application of the Persian Government to consider the situation created by the Bolshevik occupation of Enzeli. Doubtless opportunity will be taken to consider the dangers and difficulties of Central Europe.

A BRITISH WITHDRAWAL.

LONDON, June 8th.
The Times correspondent at Teheran says that in order to avoid a repetition of petty incidents with the Bolsheviks at Enzeli, British troops have been withdrawn from Resht to Mesh. A Bolshevik force of 300 has entered Resht.

DEMONSTRATION AGAINST BOLSHIEVISTS.

LONDON, June 7th.
It is reported that Persian Democrats besieged the Consulate at Tabriz on June 4th, demanding the surrender of the Persian Bolsheviks taking refuge there. Herr Wustrow, the Consul refused, and machine-gunned the crowd. Thereupon the Democrats brought up a gun, compelling negotiations. Later, it transpired that Herr Wustrow had committed suicide. His successor has not yet been named.

THE NEXT U.S. PRESIDENT.

CHICAGO, June 7th.
A formidable roster of candidates is expected at the Republican National Convention on June 8th, which promises to open with no decisive advantage for any Presidential aspirant. The greatest uncertainty exists in regard to the Convention's potential choice. General Leonard Wood is now credited with 124 delegates, and Senator Johnson with 112, with Mr. Charles E. Hughes and Governor Lowden and others as possible compromise candidates. Possibly the final choice will depend on an agreement between the Party leaders.

FRENCH TRADE. RAPIDLY REACHING PRE-WAR LEVEL.

PARIS, June 7th.
A Havas message states:—
The New York Herald states that French production is rapidly climbing towards the pre-war level. For April, the imports from America dropped from 14,500,000 francs to 5,000,000 francs for the same month in 1919.

The total imports for the last ten months show a decrease of 503,000,000 francs as compared with the previous ten months. There was a proportionate increase in the country's exports.

ZIONIST CONFERENCE. COLONISATION PROJECT TO BE DISCUSSED.

LONDON, June 7th.
The Zionist World Conference meets in London on July 4th to deal with the colonisation of Palestine and the financing of the scheme. The conference will appeal to the Jewish people on behalf of the £25,000,000 fund which has been decided to raise from Jews throughout the world.

INTERNATIONAL COTTON CONGRESS.

BEANZ, June 7th.
The tenth International Cotton Congress is being held at Zurich from June 8th to June 11th. This will be the first meeting since the war. Fourteen States will be represented. The principal subjects of discussion will be the exchange problem, assistance to the cotton industry by scientific research, the institution of an international tribunal for the cotton industry, and labour legislation.

THE SPA CONFERENCE. WILL NOT MEET BEFORE JULY.

LONDON, June 7th.
Reuter learns authoritatively that it is almost certain that the Spa Conference will not meet before July. Very probably there will be an inter-Allied discussion in London prior to the Conference.

UNREST IN IRELAND. DISGRACEFUL INCIDENT IN AMERICA.

WASHINGTON, June 7th.
The Secretary of State, Mr. Bainbridge Colby, has apologised to the British Embassy for the burning of a British flag by a lady sympathiser of the Sinn Féin.

MUNITIONS FOR TROOPS IN IRELAND.

LONDON, June 8th.
Munitions are pouring into Ireland. The Cork Harbour Commissioners refused to unload the crates for the transport and unloading of military lorries, whereupon soldiers broke the locks and began unloading. At Limerick the workers refused to handle coal destined for the Constabulary, but constables unloaded it under armed escort.

DE VALERA IN CHICAGO.

CHICAGO, June 7th.
De Valera is here, urging the adoption of a declaration in the Republican Party platform favouring the freedom of Ireland.

GOVERNMENT DETERMINED TO PUT DOWN CRIME.

LONDON, June 7th.
In the House of Commons, replying to Mr. T. Donald, Mr. Lloyd George emphasised that the Government intended to take steps to bring to justice all persons associated with crime in Ireland. The Government, for this purpose, had reorganised the Irish Executive, strengthening the police, the naval and the military forces in Ireland. It would probably also be necessary to strengthen the law for dealing with crime.—(Cheers.)—The Government intended to put down the present organised campaign of murder and assassination.

NEW SYSTEM OF MILITARY PATROL.

LONDON, June 7th.
Ireland is apparently beginning to hear fruit as a communiqué from Dublin says that the intervention of a military patrol frustrated an attack on the constabulary barracks at Brown's in County Kerry. Six armed men in a motor-car containing arms and ammunition, were captured. A soldier at Tipperary was fired on and wounded. No arrests were made.

A pilot at Queenstown refused to bring in a vessel conveying war munitions. The ship was berthed by the Harbour-master. The workers subsequently refused to unload her, and declined to hand over the key of the crane whereupon the lock was broken and the ship discharged, protected by a guard of soldiers.

SEAPLANE TESTS. SPEED OF 131 MILES AN HOUR.

The first competitor to attempt the three-stage course set for the Grand Prix de Monaco left on April 24th, and after calling at Ajaccio, in Corsica, arrived at Bizerta, on the African coast, in a total running time of 6h. 55min. for the 750 kilometre distance, equivalent to 463 statute miles. This was accomplished by the French "ace," "Sadi" Lecoq, in a Nieuport flying boat.

The conditions governing the contest were novel and highly interesting. The underlying idea was that makers of competing machines were endeavouring to secure a mail-carrying contract between Southern France and northern African ports. Competitors were required to carry 800lb. of ballast to represent mail bags, and must have a wireless transmitting set fitted or carry additional ballast in lieu. The course for the contest was some 2,000 kilometres total distance, in three stages. The first stage was from Monaco Harbour, starting from the water, to Ajaccio, in Corsica, where pilots were to land and personally deliver an imaginary mail-bag and receive another exchange, and then proceed to Bizerta, round marks at Boussa and Tunis without alighting, and back to Bizerta. A straight line from Monaco, without compulsory halts, was made a condition of the contest, that no competitor was to start unless he had got off from the water and risen to an altitude of 2,000 metres in forty-five minutes or less. The prizes for the Grand Prix de Monaco contest were important ones, as they consisted of a valuable silver trophy presented by the International Sporting Club and 150,000fr. cash prizes in addition. One British seaplane was entered by the Fairy Aviation Company, but, owing to the pilot having to leave for America suddenly, it was found impossible to send the machine out, and to everybody's regret Great Britain was not represented in these important races.

At the speed trials the first machine to start from the harbour, to cover the 80-kilometre course from Monaco to Cap Martin and on to Cannes, thence to Mentone, and back to the finishing line at Monaco, was a Spad seaplane, piloted by De Romanet, which made the fastest time recorded. Her official time for the full course was 22min. 52.1-sec., equal to speeds of 211 kilometres, or just over 131 statute miles, per hour. A Savoia flying boat, piloted by Hapeler, who was the only one to cover the whole of the full course, held at the Beaumont last September, was the next to go out. He lost time at the start, and appeared to make very wide turns at the marks. His total time for the distance was 23min. 46.2-sec., equal to a speed of 202 kilometres per hour.

FRESH CONSIGNMENT

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Our 500-page, profusely illustrated catalog of General Merchandise, Foodstuffs and Machinery is now ready.

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New Shanghai Office

To render more efficient service to our many customers in China and take proper care of the rapidly growing business we have rented offices and sample rooms in the new INTERNATIONAL Y.M.C.A. BLDG., SHANGHAI which will be occupied about April 1st, 1920.

Temporary office has been opened at No. 12 Nanking Road, Shanghai.

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WILL PRICES FALL? PROBLEM OF INFLATED CREDIT.

Reports from a number of leading industries indicate rather less active conditions in the demand for commodities and it would seem as if at least a pause in the upward course of prices may be in prospect, writes the City Editor of *The Morning Post*. It will be recalled that during the war the fear in business circles was that the termination of hostilities might be followed by a sharp decline in prices and a Government committee was appointed to consider the means by which assistance might best be given to industry to enable it to surmount such conditions. Except for a brief period following the armistice, these expectations have been entirely falsified. As a result of the war there was a world shortage of manufactured goods and the continuance of inflationary methods of war finance added an enormous impetus to the world's purchasing power. The shortage of goods has only been remedied to a partial extent, but the shortage now exists chiefly in those countries where credit is so much impaired as practically to exclude them as buyers in the world's markets. There is obviously a limit to the extent to which the creditor countries can continue to supply their goods upon credit for such a proceeding merely means an additional inflation within their own borders.

CONTRACTION INEVITABLE.

The United States has already declared that this limit has been reached. Great Britain has stated that she seeks no further financial assistance from the United States. Manufacturers both here and in the United States are beginning to be faced with the prospect of having to seek for markets for their production instead of finding buyers clamouring for all that they can produce, as is generally the case when prices are rising, and the middle-man is certain of his ability to dispose of his purchases at a profit. That a decline in prices must come at some time or other is an axiom which is often forgotten. Inflation can lead in but one direction, and it is right that this should be recognised so that the necessary preparation may be made for the period of business restriction, which must inevitably be the accompaniment of lower prices. The replacing of the British pound sterling upon a gold basis will obviously involve a reduction in sterling prices when it is achieved, and if, in addition, gold prices themselves should decline, as the business community in general feared during the war would ultimately be the case, the contraction will be the more severe.

LOWER PROFITS.

The contraction period when it arrives will prove a severe test for trade, finance, and for Labour. The cry at the present time is for a reduction in the cost of living, but lower commodity prices are only compatible with reduced industrial activity. Consequently, these financial conditions which have been built upon the scale of profits of the inflation period must suffer a reduction in their profit-making capacity, while attempt on the part of Labour to maintain the high wages of the inflation period without a great increase in efficiency can only aggravate the employment crisis which is bound to occur with any diminution of spending power. No doubt the progress of deflation, which has yet hardly begun, will be attended by demand for fresh inflation as soon as it threatens to reduce profits. Of particular interest in this connection is a recent article by Mr. Alexander Noyes, in the *New York Evening Post*, in which the writer, discussing the fall in foreign exchange, referred to the reversal of policy in the United States after the Civil War, when the Government began to reduce the redundant note circulation, but had not the courage to carry the plan through.

AN AMERICAN VIEW.

Mr. Noyes, referring to the case of England, remarks that there is probably less chance of this attitude because the necessity for resumption of gold payments is, in our case, peculiarly great. "But it will be an arduous and trying operation," he writes, "and its progress will unquestionably be interrupted in due course by a severe financial crisis and a period of hard times. No war of this sort and no such indulgence in inflated credit and inflated currency has ever failed to bring these things as a sequence, at some time within a decade after the war ended. England, like the rest of Europe, will have to pay the price. The test will be both of her ability and of her willingness to pay it. But the past history of England's finance and trade is a fairly good witness to the fact that she will have both the capacity and the endurance. The course of sterling exchange will be governed during that period partly by England's success or failure in regaining her old footing in foreign trade, but very largely by her handling of the currency problem."

The need, therefore, is for steadfast courage on the part of those who control our financial destinies and the whole-hearted co-operation of all sections of the community in the rebuilding of our trade and industry upon a lasting basis, rather than the unstable foundation of credit inflation, while with due foresight the evils which Mr. Noyes predicts should not be incapable of mitigation.

NEW YORK FIRM'S SENSE OF DUTY.

The John Wanamaker Company, which operates the largest department stores in New York and Philadelphia, has announced that in the effort "to break the backbone of high prices" its entire stock of merchandise, valued at four millions sterling, will be sold to its customers at a discount of 20 per cent. Its only motive, in doing this, the company advertises, is a conscientious sense of duty, because the Government reports show that prices are still advancing.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"LAISAN" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Godowns and/or Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th June, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamers must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, June 10th, 1920. [1041]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Steamship

"FOOKSANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Godowns and/or Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamers must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, June 8th, 1920. [1047]

NOTICE TO CONSIGNEES.

SS. "DOYLESTOWN" VOY 3-HOME.

FROM CALCUTTA via PENANG and SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside and all delivery of cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 9th, at 10 a.m. All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 10th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., As Operators, U.S. Shipping Board.

Hongkong, June 3rd, 1920. [1048]

"MARTIN'S ADIPLASTER PAIN EXPELLER"

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

KOBE: "FOOKSANG" Thurs. 10th June, 5 p.m.
SHANGHAI: "CHOYBANG" Fri. 11th June, 8 light
SHANGHAI via SWATOW & NINGPO: "CHOYBANG" Fri. 11th June, 8 light
KANDA: "LOONGSANG" Fri. 11th June, 3 p.m.
HAIPHONG via HOIHOW: "TAIKSANG" Tues. 15th June, 5 a.m.
SINGAPORE, PENANG & JAVA: "CHUNTSANG" Tues. 15th June, 3 p.m.
SHANGHAI: "HANGSANG" Wed. 16th June, 8 light

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "CHUNSANG"

will be despatched on or about June 15th, for JAVA PORTS via SINGAPORE, PENANG, BELAWAN & DELI.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and CALCUTTA.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 518.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARDIGANSHIRE"	9th June.
"GLENLYN"	30th June.
"GLENLYN"	12th July.
"GLENAMOX"	16th July.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"CARDIGANSHIRE"	3rd July	LONDON & ANTWERP
"GLENLYN"	28th July	GENOA, LONDON & ANTWERP
"CARDIGANSHIRE"	28th July	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 518, sub. ex. 22.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

Cable Address: Kawakisen, Kobe.

Sendley, A.B.C. 5th Ed. and Root's Codes.

Telephone: Sannomiy 2444, 2443

CAPITAL PAID-UP: Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARUYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

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SHIPPING NEWS

ARRIVALS.

June 8th.
Yatsu Maru, Japanese str., 2,002 tons, Capt. Taira, from Ching-Wan Tiao, with a cargo of coal.—Doddwell & Co.
 June 9th.
Borneo Maru, Japanese str., 2,160 tons, Capt. Hidawa, from Amoy, with a general cargo.—Doddwell & Co.
Carangas Maru, British str., 5,893 tons, Capt. Warren, from London and Singapore, with a general cargo.—J. M. & Co.
Hanching, British str., 1,267 tons, Capt. Stewart, from Swatow, with a general cargo.—B. & S.
Kaifu Maru, Japanese str., 1,126 tons, Capt. Kikura, from Swatow, with a general cargo.—O.S.K.
Kakuyang, British str., 1,225 tons, from Canton, in ballast.—B. & S.
Lake Furness Maru, American str., 1,534 tons, Capt. Diaz, from Singapore, with a general cargo.—Pacific Mail S.S. Co.
Luchow, British str., 1,221 tons, Captain Morse, from Bangkok and Swatow, with a general cargo.—B. & S.
Oushu Maru, Japanese str., 702 tons, Capt. Miyado, from Keelung, with a cargo of coal.—O.S.K.
Pia Samud, Siamese str., 995 tons, Capt. Khancheng, from Bangkok, with a general cargo.—Fook Tye Chong.
Sukong, British str., 1,616 tons, Captain Parkes, from Canton, with a general cargo.—B. & S.
Tamihia, British str., 4,017 tons, Captain MacDonald, from Batavia, with a cargo of oil.—Standard Oil Co.
Thung Samud, Siamese str., 1,086 tons, Capt. Parawanda, from Hongkong, with a cargo of coal.—Fook Tye Chong.
Wai Hing Maru, American str., 3,729 tons, Capt. Answorth, from Manila, with a general cargo.—Struthers & Dixon.
Yingchow, British str., 1,216 tons, Capt. Harrison, from Tsingtau, with a general cargo.—B. & S.
Yuei Shing, Chinese str., 394 tons, Capt. A. Lathovsky, from Swatow, with a general cargo.—Po Lee & Co.

CLEARANCES.

June 9th.
Ankerst, for Fremantle.
Oncha Maru, for Keelung.
Deepest, for Saigon.
Haddis, for Canton.
Huao, for Haiphong.
Kung Hong, for Shanghai.
Lai Sing, for Calcutta.
Lake Flank, for Calcutta.
Singapore, for Haiphong.
Strangway Maru, for Kobe.
Sulu, for Phnompenh.
Tamihia, for San Francisco.
Thung Samud, for Casan.
West Hing Maru, for Manila.
Yatsu Maru, for Chin Wan Tiao.
Yingchow, for Canton.

PASSENGERS.

ARRIVALS.
 Per *S.S. Yingchow* on June 9th:—Rev. Mr. Mather, Mr. J. Thomson, Mr. Hall, Mr. B. S. C. Chinnery, Mr. Carmichael, Mr. Quint Ghenne, and Mr. Allison.
 DEPARTURES.
 Per *S.S. Yelena*, on June 9th:—Messrs. A. R. Speers, R. G. Abbott, E. Cook, C. E. Wren, S. L. Thorowgood, O. Bruce, J. G. H. Mitchell, H. W. Bird, R. H. Jones, R. H. Baxter, W. Potts, A. N. Reid, C. E. Naylor, C. E. Bedford, F. B. Higgins, R. Haymes, J. E. Richards, N. Benson, C. Nyberg, J. E. Bowen, Devany, J. Neil, Quentin Ghenne, W. Niblock, J. P. B. Neergaard, Johnson, Carmichael, J. Byrne, D. Hagan, J. Treddig, F. Tucker, C. Byrne, S. Cotter, A. G. Lewis, C. G. Rozelle, F. V. Hall, A. H. Mallett, A. Mitchell, J. L. Davis, E. J. Barrett, P. M. Fease, G. C. Spillbury, A. J. G. Phillips, G. A. Presley, Matthews, Bringley, A. Manning, J. Whiteley, T. Altham, Mulholland, J. Harris, C. Tuck, V. Vella, Joyce, G. Barnaby, F. Drake, Miles, J. B. Wood, S. Elcome, C. Birnie, W. H. Stone, C. J. Brooks, J. F. Barnett, C. H. Hiller, P. J. Lee, B. A. Dickson, H. P. Humphreys, Irvine Thomson, F. C. Wright, S. McMichael, R. N. Peterson, Reichenbach, Allison, the Rev. B. Mather, Capt. J. S. de Wolf, and Mr. and Mrs. H. Doughty.

VESSELS EXPECTED.

Akita Maru (Hamburg line), from Rotterdam, due July 5th.
Akino, due July 3rd.
Akita Maru, from London, due June 30th.
Bellevue, due July 13th.
Bombay Maru (Bombay line), from Moji, due June 9th.
Demodocus, due June 27th.
Devotion, due June 13th.
Ecuador, due June 9th.
Elpenor, due June 14th.
Empress of Russia, from Vancouver, due June 24th.
Kimi Maru (Bombay line), from Bombay, due June 20th.
Kitain Maru (European line), from Japan, due June 10th.
Lamodon, due June 26th.
Madras, from Singapore, due June 10th about noon.
Methren, from Vancouver, due June 25th.
Nikko Maru (Australian line), from Sydney, due June 23rd.
Ningbo, due July 15th.
Penna Maru, from San Francisco, due June 27th.
Perrina, due June 25th.
Shini Maru (Bombay line), from Bombay, due June 19th.
Shinto Maru (Calcutta line), from Kobe, due June 9th.
Shinri Maru, from Calcutta, due June 12th.
Spinnwald, due July 24th.
Theraps, due June 24th.
Tyndareu, from Seattle, due June 15th.

SHIPPING MOVEMENTS.

The *S.S. Mathon* reached Colombo on June 7th, left the next day, and is due at Singapore on June 14th.
 The *R.M.S. Empress of Asia* reached Nagasaki on June 7th, left the same day, and was due at Kobe yesterday.
 The *R.M.S. Empress of Russia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on June 3rd, and is due here on or about June 24th.
 The P. and O. Co.'s steamer *Khiga* arrived at Marseilles on 28th May.

BUNKERING AT HONGKONG.

A correspondent writes to the *Strait Times*: A warning, I think, should be given to owners and engineers who bunker coal at Hongkong. Three ships arrived in Singapore recently, two of which had to put in at Saigon for coal. Another arrived had to burn all her hatches and timber in order to crawl into the man-of-war anchorage, and once the anchor was down there was not sufficient steam to have the anchor up again to enable her to get alongside the wharf. There must be something radically wrong with the coal at Hongkong.

EAST ASIATIC COMPANY.

The twenty-third annual report of the East Asiatic Company records a satisfactory year both as regards shipping and trading. The profits from shipping were thirty million kroner and from trade and investments over eight millions. Branches and agencies have an output of nearly nine millions. A dividend of forty per cent. is recommended and a carry forward of something over a million after putting five millions aside for reserve and three millions odd for bonuses. The motorship *Asia* 10,400 tons was delivered in February and the *Afrika* 12,500 tons was begun.

VESSEL LAUNCHED AT SHANGHAI.

The first freighter completed by the Kiangnan Dock and Engineering Works for the United States Shipping Board Fleet Corporation, the *Mandarin*, was successfully launched last week. Hundreds of workmen lined the quays, while some 400 guests watched with interest the ship sliding from the dock into the water. Mr. Charles R. Crane, the new U.S. Minister to China, accompanied the ship.

The *Mandarin* has a displacement of 14,750 tons, a length of 499 feet, a beam of 55 feet, and a depth of 35 feet. Her engines are 3,000 horse-power and she has a speed of 10½ knots.

THE LAST OF "THE DAGMAR."

AUCTIONED FOR A TRIFLING TEN. 10,000.

The steamer *Dagmar* which was raised from her watery bed at Koh Phra on March 7th, 1919, and was brought up to Bangkok about a month later and condemned as not fit to repair was on the 18th instant auctioned by Messrs. Thoresen & Co., financing agents for H. E. Phya Singhol Sagara, who had been granted the rights to raise and repair the ship, and fetched the paltry sum of Ten. 10,000, the purchaser being H. E. Phya Phoduk Rajasethi (says the *Siam Observer*).

The salvage of the ship cost round about \$45,000 inclusive of docking and temporary repairs, which at the time payment was made to the Hongkong and Whampoa Dock who had contracted for the salvage on the "no cure, no pay" principle, at the price of \$130,000, was equivalent to about Ten. 370,000. The ship was condemned as it was found that it would cost \$300,000 to repair her which, together with the cost of salvage and repairs, would have brought the value of the ship to \$515,000 or about Ten. 1,000,000 at the present rate of exchange. For this price perhaps two ships of the size of the *Dagmar* could have been built and the dropping of freights at that time was another impediment to induce the parties interested not to repair the ship. At the time, however, that the contracts for financing, salvage and repairs were entered into the proposition was a first class one. The ship could at the time have been chartered for Ten. 150,000 to Ten. 180,000 per month and if this rate had continued six months charter would have cleared all the bills.

The loss would have been a heavy one to many a business firm, but Messrs. Thoresen & Co. have made so many millions during the period of the war in their different spheres of work that they could stand the loss with, we may almost say, equanimity. The removal of the wreck of the *Dagmar* is of inestimable benefit to the Koh Phra Anchorage where this wreck had been lying for nearly nine years both in the way and a great eye-sore to this otherwise most picturesque little harbour.

WEATHER REPORT.

June 9th, at 11.25.—No returns from Japan and Vladivostok.
 Pressure has decreased slightly to moderately at the majority of stations; a depression covers Tongking.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.2 inch. Total since January 1st, 32.67 inches against an average of 27.96 inches.

The forecast for the 24 hours ending at noon to day is as follows:
 DISTRICT FORECAST.
 Hongkong to Gap Rock—E. & S.E. winds, in order at 10 a.m. to 4 p.m. cloudy, rain.
 Formosa Channel—The same as above.
 South coast of China between Hongkong and Lamocks—No. 1.
 South coast of China between Hongkong and Hainan—No. 1.

CP O S

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 12
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

Fares and other information please apply
HONGKONG OFFICE.
 Telephone 725. Cable address: PACAPAC.
CANADIAN PACIFIC OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to
NEW YORK
 via Panama Canal.

S.S. "LOWTHER CASTLE" about end of July.

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA
S.S. "PERSIA" on or about 20th June.
S.S. "PILSNA" on or about 11th July.

For BRINDISI, VENICE & TRIESTE.
S.S. "PILSNA"

On or about 12th August.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "SAMARANG MARU" On or about 10th June.

For JAVA

S.S. "BORNEO MARU" On or about 10th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,

Agents.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers
"EQUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,
 VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.
 SAILINGS FROM HONGKONG AT NOON.

ALSO

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "DOYLESTOWN"—Saturday, June 19th, for Calcutta, via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions, Cable Address "PACAPAC."

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
 Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.
TAJIMA MARU (calling Manila & Keelung) ... Wednesday, 30th June, at 11 a.m.
KATORI MARU (calling Manila & Keelung) ... Friday, 2nd July, at 11 a.m.
KASHIMA MARU (calling Manila & Keelung) ... Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU ... Friday, 11th June, at Noon.
INABA MARU ... Friday, 25th June, at Noon.
KAMO MARU ... Friday, 9th July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroa, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.
TAIAN MARU ... Saturday, 12th June.

CALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Thursday, 10th June.
DELAGOA MARU ... Sunday, 27th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.
AKI MARU ... Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINRYU MARU ... Sunday, 13th June.
PENANG MARU ... Wednesday, 16th June.
IYO MARU ... Friday, 18th June, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**
 S. TASUDA, Manager.
 Telephone Nos. 293 & 292

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephone
 2477 & 2475

AGENTS

5th Floor
 HOTEL MANSIONS

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	8th July	10th July

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—**BUTTERFIELD & SWIRE** Agents.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS

"GABU" (Cargo only) ... July 2nd.
"HWANG PING" ... July 4th.
"VICTORIA" ...

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.

Agents,
 113, Connaught Road Central.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" ... 20th June.

"WEST IVAN" ... 25th July.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,

2nd Floor, Hotel Mansions, Telephone 2507.

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AMERICAN & ORIENTAL LINEFOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.**"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)**

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "RATHAMBA" ... Second half July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Reiss & Co., Canton.

THE BANK LINE, LTD.
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"KIURIANG"	On 10th June, 4 P.M.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 12th June, 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAI FONG"	On 13th June, 9 A.M.
AMOI, SHANGHAI & FUKOW	"IOHANG"	On 16th June, 3 P.M.
SHANGHAI	"SUNING"	On 17th June, Noon
WUAIWAI, CHANGOO & TIENTSIN	"KUEICHO"	On 18th June, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING"	... Capt. A. H. Stewart	FRIDAY, 11th June, at 3 P.M.
"HAILOONG"	... Capt. J. S. Thomson	TUESDAY, 18th June, at 3 P.M.
"HAIHONG"	... Capt. W. C. Passmore	FRIDAY, 18th June, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

**AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)**

Sailings from Hongkong.

"DEUCALION" ... via Suez ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD.** HONGKONG.
HONGKONG LTD CANTON **REISS & CO.** CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEEN.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NELLOR"	7,000	17th June	Marseilles, London & Antwerp
"KARWALA"	9,000	30th June	Marseilles, London & Antwerp
"DEVANHA"	8,100	17th July	Do.
"KALIAN"	9,000	10th Aug.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN" ... 8,100 ... 14th June ... Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	1st July	For Melbourne, via Sandakan
"EASTERN"	4,000	13th Aug.	Thursday Island, Cairns Town, Villa, Brisbane & Sydney.

SAILINGS TO SHANGHAI & JAPAN

"MADRAS"	7,000	11th June 1 P.M.	Shanghai & Kobe
"DEVANHA"	8,100	18th June	Shanghai & Japan
"DILWARA"	5,400	2nd July	Shanghai Only.

• CALLS AT ANTWERP
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with electric fans and electric light.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 4ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival, after which date they cannot be recognised. No Claims will be admitted after this period have left the Godowns.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
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22, Des Voeux Road Central, HONGKONG.

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Operating the following U.S. shipping line steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS"	... About June 18th.
"ICONIUM"	... About June 22nd.
"WHEATLAND MONTANA"	... About July 13th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	... About June 15th.
"WABAN"	... About June 23rd.
"ABERCO"	... About July 4th.
"FAWLET"	... About July 26th.

Through Bills of Lading issued to overseas common points.

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FAST AND LUXURIOUS MAIL STEAMERS.

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Steamers	Tons	Leave Hongkong
SIBERIA MARU	80,000	June 13th (from Yokohama)
SEIYUN MARU	12,000	June 17th.
PERSIA MARU	8,000	July 5th.
KOREA MARU	20,000	July 14th.

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THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,500	July 15th.
ANYO MARU	18,500	Sept. 15th.
SEIYO MARU	14,000	Nov. 5th.

Tickets are interchangeable with the Canadian Pacific Ocean Service Ltd. and the Pacific Mail Steamship Co.
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King's Building.
Telephone 2374 and 2375.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"AMAZON" ... 10,000	On or about 17th July.
	"PAUL LECAT" ...	On or about 29th July.

SHANGHAI (Only)		
MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, PORT SAID, SUEZ	"PORTHOS" ... 20,000	On or about 28th June.

Cargo boats for PORT

SAID, HAYRE AN— "LIEUTENANT DE LA TOUR" ... On or About 14th June.

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LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) ... Wednesday, 15th June.

"HIMALAYA MARU" ... Sunday, 11th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE

"SEATTLE MARU" ... Sunday, 4th July.

"MEXICO MARU" ... Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Friday, 15th June.

"SAIGON MARU" ... End of June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"SEISEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service, taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Tuesday, 28th June.

"ARIZONA MARU" ... Saturday, 17th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 28th June.

JAPAN PORTS—Mojil, Kobe, Yokohama & Yokohama.

"KOSOKU MARU" ... Sunday, 20th June.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.E.R. wharf near the Harbour Office.

"KAIYO MARU" ... Sunday, 12th June.

TAKAO via SWATOW & AMOI.

"KOSHU MARU" ... Thursday, 17th June.

For sailing dates and further particulars, please apply to—

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HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

DUE FORWARD	ABOUT	SAILING	ABOUT
S.S. WEST HIXTON	June 15th.	S.S. WEST HIXTON	June 17th.
S.S. WEST MONTOP	July 10th.	S.S. WEST MONTOP	July 12th.
S.S. WEST HIKI	Aug. 10th.	S.S. WEST HIKI	Aug. 12th.

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Branch Office: Kobe, Shanghai.
HONGKONG Office: Prince Building, Chater Road.
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